HABS No. WA-203-A

Puget Sound Naval Shipyard, Administration Building
(Building No. 78)
Farragut Avenue
Bremerton
Kitsap County
Washington

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Western Region
Department of the Interior
San Francisco, California 94107

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HISTORIC AMERICAN BUILDINGS SURVEY

PUGET SOUND NAVAL SHIPYARD, ADMINISTRATION BUILDING

(Bldg. No. 78, Engineering and Testing Offices)

HABS No. WA 203-A

Location: On Farragut Avenue; bounded on the west by State Highway No. 304 and Montgomery Avenue, on the north by First Street, Gregory Way, and Burrell Street, on the east by Pacific Avenue and Sinclair Inlet, on the south by Sinclair Inlet; Puget Sound Naval Shipyard, Kitsap County, Bremerton, Washington.

USGS Bremerton West (1:24,000); Universal Transverse Mercator Coordinates: Easting 527750 and Northing 5267575.

Present Owner: U. S. Government, administered by the Department of Defense/U. S. Navy, Bremerton, Washington.

Present Occupant and Use: Engineering and Testing Offices.

Significance: Constructed in 1903, the Administration Building (Building 78) is one of the earliest extant buildings in the industrial section of the Shipyard. Building 78 represents a distinctive building style of the period designed by the Navy's Bureau of Yards and Docks. The building's heavy brick masonry walls with neo-Renaissance/classical detailing and steel trussed gable roof is typical of industrial structures built in the Shipyard at the turn of the century. Building 78 played a significant role in the operational and administration functions of the Shipyard until 1969, housing several of the activities of the station's commandant and chief engineers, especially during the Second World War.

Part I. HISTORICAL INFORMATION

A. Physical History

1. Date of erection: 1903

2. Architect: Bureau of Yards and Docks, USN

3. Original and subsequent owners: U. S. government, administered by the U. S. Navy.

4. Builder, contractor, suppliers: Originally U. S. government civil engineers. Contractor Byron Barlow & Company of Tacoma built Drydock I, 1892-96. From the mid-1890's U. S. Navy Bureaus of Yards and Docks, Construction and Repair, Equipment, Steam Engineering, Shipbuilding and numerous government contractors and suppliers.

5. Original plans and construction: The earliest construction plans date from 1917 that detail a 40 foot extension connecting Building 78 south to Building 104. (The two buildings were not joined until 1936.) A 1920 plan shows the west elevation (and dormer addition) and the north elevation with the original one story, west extension (boiler room) and chimney. A 1931 plan notes the replacement of the one story, west extension with a compatible brick, three story building.

6. Alterations and Additions:
As indicated above, alterations/additions have been compatible and/or do not significantly affect the integrity of the building's original architectural features. Skylights were added circa 1910; the exact year they were removed is undetermined. Dormer additions occurred in the early 1920's. The west extension of the main building was originally a one story boiler room with a chimney. In 1931 the chimney was removed and two stories added. The south 40 feet of Building 78 is a 1936 extension that connected the facility to Building 104. (Building 104 was demolished after World War II.) The 1931 and 1936 additions are small in scale relative to the scale of the main building, and have used sympathetic materials. To the west Building 551 adjoins Building 78 by several upper story

enclosed bridges. The exterior of the entire building has not been significantly altered since World War II. The interior has been remodeled into offices numerous times and does not have architectural elements of artistic or historical significance. Building 78 has maintained a north-south axis adjacent to Farragut Avenue.

B. Historical Context

The Puget Sound Naval Shipyard was founded in 1891, two years after the Naval Act of 1889 signaled a new departure in American naval policy through the construction of a sea-going battleship fleet. This was a time of intensified commercial and colonial rivalry among European powers and culminated in the United States acquiring overseas possessions, and subsequent establishment of bases and ship repair facilities overseas and domestically. One of the first on the West Coast was the Puget Sound Naval Shipyard in Bremerton, Washington. Lieutenant Ambrose Barkley Wyckoff, the Puget Sound Naval Station's founding commandant, located the facility on the Sinclair Inlet side of Turner's Point.

From the beginning the dominant aspect of the Puget Sound Naval Shipyard was its ship repair facilities, the industrial yard and its drydocks. The completion of Drydock No. 1 in 1896 was extremely important as it made the Yard the only facility on the West Coast with the capacity to repair battleships.

The Shipyard also became the prominent West Coast supplier of coal for the Pacific fleet, highlighted in 1908 with the arrival of President Theodore Roosevelt's Great White Fleet which refueled at the Yard's coaling station for the return trip to the Atlantic.

From early in the century until the outbreak of World War II the Yard was the only Pacific Coast naval facility able to drydock and service capital ships. As early as World War I the Shipyard possessed the major components required of a naval shore facility. These included buildings related to ship repair and construction, personnel facilities, a radio station and hospital, ordnance facilities as well as buildings required for supply, general operations and administration (Building 78).

The 1920's and 30's was an era of naval disarmament as the nation "returned to normalcy" and isolation from international affairs. By the mid-1930's, however, the

gathering of storm clouds over Europe and Asia saw an increase in funding for military preparedness and subsequent shipbuilding activity. One of President Franklin Roosevelt's first acts in office was the signing of Executive Order 6174 allocating $238 million in National Recovery Administration funds for ship construction, which increased shipbuilding and repair activity at the Shipyard.

When Japan attacked Pearl Harbor the Puget Sound Naval Shipyard was only one of two naval yards on the West Coast which was fully operational. It was, in addition, the only battleship repair yard on the Pacific Coast. The Yard became the principal repair establishment for battle-damaged battleships and air craft carriers as well as smaller warships of the Pacific fleet. (Five of the eight battleships bombed at Pearl Harbor were repaired at the shipyard.)

From the beginning buildings required for general operations and administration were essential for efficient Yard management. The Administration Building (Facility No. 78), built in 1903, was the central administrative facility until 1969, playing a significant role in the operational functions of the Yard, closely associated with the activities of the station's commandant and chief engineers (Building 104, attached to the south, had more ceremonial significance as it housed the Commandant's office). During World War II Building 78 housed the offices of the Planning Officer and his assistants who were responsible for developing the work request lists, job orders, designs, and specifications for all work in the industrial yard.

Part II. ARCHITECTURAL INFORMATION

A. General Statement

1. Architectural character: The facility's heavy brick masonry walls with neo-Renaissance/classical detailing and steel truss gabled roofs is an industrial building type prevalent in the Shipyard at the turn of the century, designed by the Navy's Bureau of Yards and Docks.

2. Condition of the fabric: A seismic investigation in 1988 determined that Building 78 was structurally deficient. While in fair condition, the building is still in need of

architectural, plumbing and wiring modifications to accomodate new structural improvements.

B. Description of Exteriors:

1. Overall dimensions: The main section of this four story facility measures 64 feet by 250 feet. The three story protrusion to the west at the north end measures 26 feet wide.

2. Foundations: The building rests on a high concrete base.

3. Walls: The Administration Building is constructed of common bond brick detailed with symmetrically attached pilasters, a continuous stringer course between the first and second floors and a continuous cornice along the roofline.

4. Structural systems, framing: Steel truss gabled roof.

5. Openings:

a. Doorways and doors: Basic utilitarian and industrial type doors and doorways. The double leaf, multi-pane, wood doors/doorways on the east elevation with semi-circular and flat arched, multi-pane windows (transoms) above the doors are the most distinguished.

b. Windows: The building has large double-hung sash, multi-pane wooden windows on the ground floor with semi-circular arches at the heads. Distinctive brick semi-circular "relieving arches" are located above the heads. The second and third storys have rows of rectangular double-hung sash wood windows in groups of three in each bay separated by brick pilasters.

6. Roofs:

a. Shape, covering: The building has a medium pitched gable roof. A "returned pediment" is located along the roofline on the front (north) facade.

b. Cornices: Continuous brick and metal cornices.

c. Dormers: Shed roof wooden dormers with multi-pane, double-hung sash windows are situated on the gable roof slopes.

C. Description of Interiors:

1. Floor Plans: All floors are used for administrative, engineering and testing offices.

2. Stairways: Stairways are simple utilitarian without distinguishing features.

3. Flooring: The flooring has no significant architectural elements.

4. Wall and ceiling finish: Basic utilitarian, industrial wall and ceiling finishes.

5. Doors, doorways and windows: Basic utilitarian/industrial interior door paneling and window trim (see "Exterior windows, doors and doorways").

6. Decorative features: No decorative features and trim.

7. Hardware: Hardware is industrial and utilitarian in design.

8. Mechanical equipment: Basic utilitarian, industrial heating, lighting (florescent) and plumbing systems.

9. Original furnishings: Basic industrial and utilitarian furnishings.

D. Site:

1. General setting and orientation: Located on a north-south axis on Farragut Avenue in the central industrial area within the Shipyard's National Historic Landmark District.

2. Historic Landscape design: None.

3. Outbuildings: None.

Part III. SOURCES OF INFORMATION

A. Architectural drawings: Drawings and construction plans are located in the files of the Public Works Department, Puget Sound Naval Shipyard, Bremerton, Washington.

B. Historic views: Historic photographs are located at the Photography Laboratory, Puget Sound Naval Shipyard, Bremerton, Washington.

C. Interviews:

Foxall, Horace. Historian, U. S. Army Corps of Engineers, Seattle District, Seattle, Washington, October-November 1993.

Gallacci, Caroline. Historian, Historic Overview for the 1985 Historic Survey of Puget Sound Naval Shipyard, and 1986 National Register of Historic Places Nomination Forms for Puget Sound Naval Shipyard, Tacoma, Washington, October 1993.

Grulich, August Gene. Architect, Grulich Architecture and Planning Services, 1985 Historic Survey of Puget Sound Naval Shipyard, and 1986 National Register of Historic Places Nomination Forms for Puget Sound Naval Shipyard, Tacoma, Washington, October 1993.

Khadem, Kira. Historic Preservation Officer, Puget Sound Naval Shipyard, Bremerton, Washington, October-December 1993.

D. Bibliography

Grulich Architecture and Planning Services. **Historic Survey of Puget Sound Naval Shipyard, Bremerton, Washington.** (Historic Overview and Puget Sound Naval Shipyard Historic Inventory Form, Building 78.) Tacoma, Washington, 1985.

Grulich, August Gene and Caroline Gallacci, Grulich Architecture and Planning Services. **National Register of Historic Places Nomination Forms -- Puget Sound Naval Shipyard, Bremerton, Washington.** Tacoma, Washington, 1986.

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Reh, Louise M. Fifty Dollars an Acre, A History of the Puget Sound Naval Shipyard, 1891 to 1916. Bremerton: Red Deer Press, 1983.

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Thompson, Erwin N. National Register of Historic Places Nomination Form -- National Historic Landmark Puget Sound Naval Shipyard, World War II in the Pacific. Denver: National Park Service, Denver Service Center, 1984.

U. S. Navy. Annual Reports of the Navy Department, Reports of the Secretary of the Navy, Miscellaneous Reports, 1897-1915. Washington, Government Printing Office.

Part IV. PROJECT INFORMATION

This documentation was undertaken to mitigate the U. S. Navy, Puget Sound Naval Shipyard's proposed demolition of Building 78, the Administration Building. A seismic investigation of Building 78 in 1988 determined that the building was structurally deficient. Associated with the seismic upgrade are costly architectural, plumbing and wiring modifications, and a new roof, to accomodate required structural improvements.

The Shipyard claims it has no further use of the building. There are no other industrial needs which could use the space. Leasing of the building for non-Shipyard use is not feasible due to the building's location in the middle of the industrial area.

The loss of Building 78 will have an adverse effect (36 CFR 800.9b.1) on the Shipyard's National Historic Landmark District as it is a contributing structure to the district. The Administration Building has a high level of national historic significance due to its association with the events of the development of the Shipyard and the participation of the Shipyard in World War II in the Pacific. Since Building 78 has retained much of its integrity of design and

function, it is valuable for its interpretive content and contribution to a sense of time and place in American naval and engineering history, and is representative of the turn-of-the-century heavy brick masonry industrial buildings in the Shipyard.

The Shipyard completed the required consultation with the Washington State Office of Archaeology and Historic Preservation and the National Park Service, per Section 106 of the National Historic Preservation Act. To mitigate this adverse effect the U. S. Navy recommended a Historic American Buildings Survey documentation in accordance with National Park Service requirements.

This documentation was administered by the U. S. Army Corps of Engineers, Seattle District, under the supervision of Horace Foxall, District Historian, and Kira Khadem, Preservation Officer for the Puget Sound Naval Shipyard. The work for recording and researching Building 78 was conducted between October 20, 1993 and December 30, 1993, by Florence Lentz, project manager, David Harvey, project historian and author, and John Stamets, project photographer.